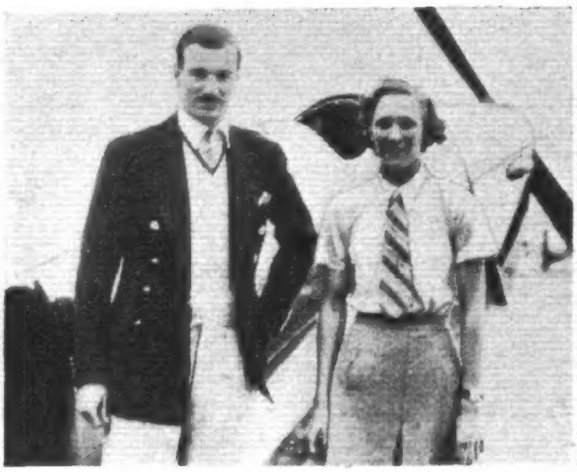

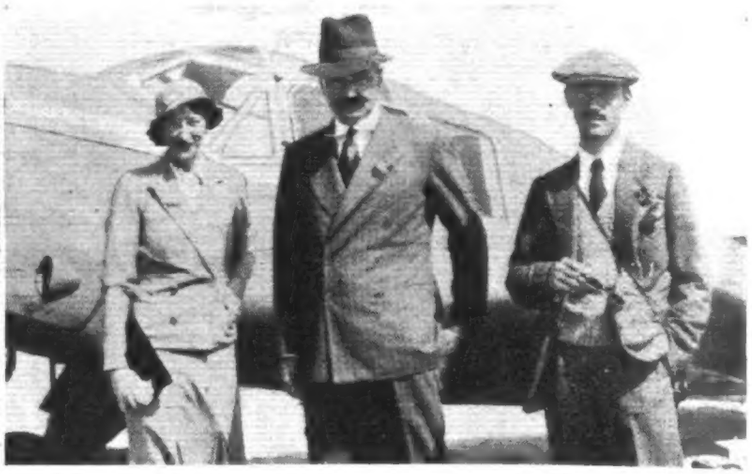

Five of the British participants. (Left to right) Lt. V. A. P. Budge, Miss Hooper, Mrs. J. C. Hargreaves, Major Hargreaves and Mr. Deakin.

Austria (1).—Otto Mendl (Messerschmitt 108).
Belgium (1).—J. M. Provost (Leopard Moth).
Czechoslovakia (4).—Kutloch (Baby Okypn), Zlinska Letecka A.S. (Ambrus) (Zlin XII), Zlinska Letecka A.S. (Fukfu) (Zlin XII), Aeroklub de Tchecoslovique (Benes-Marz) (BF 51).
Egypt (5).—Ahmed Salem (Leopard Moth), Mlle. Lotfia el Nadi (Hornet Moth), Prince Omar Halim (Miles Hawk Major), Prince Abbas Halim (Waco C6), A. Nagi (Avro 641).
England (9).—F. C. J. Butler (Hornet Moth), E. D. Spratt (Miles Falcon), Major J. C. Hargreaves (B.A. Eagle), V. A. P. Budge (Miles Hawk Major), Capt. J. K. Mathew (Miles Hawk Major), Ft. Lt. J. Heber Percy (Puss Moth), P. G. Aldrich-Blake (Percival Vega Gull), Misses M. and S. Glass (D.H. Moth), Miss Lily Dillon (B.A. Swallow).
France (11).—H. Lumiere (Caudron 635), G. Morizot (Caudron Aiglon), H. Engernich (Leopard Moth), E. Wattine (Caudron 635), A. Masset (Caudron Aiglon), Mme G. le Pelley du Manoir (Caudron Aiglon), De Chateaubrun (Percival Vega Gull), Marquis de Saurez D'Aulun (Caudron Aiglon), Hirsch Ollendorf (Vega Gull), Guy Hansez (Caudron Simoun), A. Boulenger (Farman 403).
Germany (4).—Otto R. Thomsen (B.F.W. Me 108b), President von Gronau (B.F.W. 108b), Freih Speck von Sternburg (Junkers Ju.86), Karl Schwabe (Klemm Kl 32a).
Poland (1).—J. Drzewiecki (R.W.D. 13).
Rumania (1).—Prince Bibesco (Potez).
Syria (1).—B. Gagey (Farman 402).
Italy (3).—G. Zapetta (F.N.305), V. Biani (Ghibi), S. Santini (Ghibi).

There are, of course, two events: First, the Circuit of the Oases—in no way a speed contest—and, finally, the Speed Race.

It is, perhaps, interesting to record the formulæ on which marks are awarded for the Circuit of the Oases:—

$$N = 100 \left(6\frac{v}{V} + 12\frac{P}{p} + 4\frac{d}{D} + \frac{C}{20} \right)$$

where

N = Total number of marks obtained by a competitor.
V = Fastest speed of any competitor over the course.
v = Actual speed of the competitor over the course.
P = Lowest petrol consumption per passenger mile of any competitor.
p = Actual petrol consumption per passenger mile of the competitor.
D = Greatest range under condition of flight of any competitor.
d = Actual range under condition of flight of the competitor.
C = The number of marks awarded by judges on matters that are constant. The following are the points which will be taken into consideration and the scale on which marks will be awarded.

	Points.
(a) Provision for carriage of luggage	20
(b) Comfort (e.g., silence, view, seating, etc.)	20
(c) Method of starting engine	20
(d) Accessibility for routine maintenance of engine and aircraft	25
(e) Aerodynamic and other safety devices	20
(f) Safety provision for passengers and crew	10
(g) Arrangements of controls and instruments	10
(h) Equipment for night flying	10
(i) Accessibility for refuelling	10
(j) Provisions for picketing	10

The speed competition carries no handicap and is open to all aircraft which complete the Oases Circuit. It consists of three of a 104-mile triangular course from Almaza.

During the six days the competitors are in Egypt, they are the guests of the Royal Aero Club. Yesterday evening, February 22, H. E. Mohamed Taher Pasha gave a cocktail party at Heliopolis Palace Hotel to the competitors in the Rally and to people conected with aviation in Egypt.

The aircraft park during the last two days has excited a lot of interest. From the point of view of private owners, the Messerschmitt and the Vega Gull are perhaps outstanding. As regards the larger machines, the Junkers 86 with two Diesel motors is the centre of attention. Oddly enough, a second Junkers 86 arrived yesterday and took off this morning for Teheran and Kabul.

One of the Italian entries, the F.N. 305, is a very neat affair and is expected to prove one of the fastest machines in the Rally if she shows her paces in the speed race.

The Oases Circuit

The programme of the Oases Circuit might be mentioned briefly: The take-off this morning, February 23, was at 1½-minute intervals from 07.00 hours, and competitors are due to reach Assuan to-day, travelling down the west side of the Gulf of Suez with turning points at Hurgada and Luxor—about 500 miles. The whole of to-morrow morning is spent at Assuan sight-seeing and departure is at 14.00 hours straight down the river to Luxor, about 110 miles.

The whole of Thursday, the 25th, is spent at Luxor sight-seeing and the flying restarts at 05.45 hours on Friday the 26th. This is a strenuous day round the Oases in the Western Desert, Kharga, Dakhla, Farafra, Baharia to Almaza. The distance is about 680 miles.

Before ending this preliminary note mention must be made of the excellence of the organisation. The Royal Aero Club of Egypt, and in particular of the President H. E. Mohamed Taher Pasha and the secretary, Dr. M. A. Zahra, both of whom have been indefatigable in their efforts to make the meeting a success, are to be warmly congratulated. To get over forty aircraft of eleven different nationalities serviced and started without a hitch is no mean undertaking. The map with which all competitors have been supplied is probably one of the best of its kind produced for such a race. The route instructions and information given are clear and complete to the smallest detail.

[*Since the above was received, the result of the speed race has become known. Our correspondent's anticipation was well founded, for the Italian F.N. 305 proved the winner. M. Guy Hansez was second and the only British competitor, Mr. S. B. Cliff, retired.*—ED.]

R.A.F. AERODROME SITES and THEIR COST

SIR VICTOR WARRENDER, in a written answer to Mr. Thomas Williams, stated last week that the number of separate sites for new Royal Air Force aerodromes and aeroplane factories of which the purchase has been completed during the past two years is 25. The acreage of the sites and the total cost of each are as follows (the cost includes in a number of cases compensation, purchase of houses, etc.):—

Harwell, 220 acres, £11,650; Cranfield, 413, £17,500; Feltwell, 383, £19,500; Marham, 499, £8,650; Stradishall, 375, £7,600; Church Fenton, 255, £26,500; Thorney Island, 1,450, £78,500; Odiham, 216, £9,000; Montrose, 208, £18,600; Debden, 245, £14,900; Upwood, 570, £23,500; Wyton, 409, £16,200; Scampton, 410, £25,000; Hemswell, 443, £25,500; Dishforth, 455, £26,000; Driffield, 407, £15,230; Leconfield, 498, £23,750; Ternhill, 406, £32,900; Hullavington, 479, £14,300; West Freugh and Luce Bay, 2,700, £19,400; Penrhos and Hell's Mouth, 609, £21,500; Manby, 275, £8,800; Theddlethorpe, 165, £7,250; Welbourne, 108, £3,600.

Factory Site.—Birmingham, 17½ acres, £10,500.

In a written answer to Major Sir Ralph Glyn, Sir Victor Warrender states that negotiations are proceeding for the acquisition of about 460 acres of land for a Royal Air Force aerodrome near Benson, Oxfordshire.